

E. TRANSPORTATION

1. Road Corridor Improvements - Aesthetics

Within the next several years, Loch Raven Boulevard between Taylor and Putty Hill Avenues will need to be resurfaced and the curbs and median strip replaced. The west side of Loch Raven Boulevard, which borders both Loch Raven Village and Knettishall neighborhoods (along the service road) is an ideal place to plant trees. This planting would complement the existing trees on the east side of this roadway presenting an attractive, planned appearance.

The Association will work with the Knettishall Neighborhood Association, Baltimore County and State Highway Administration to implement this improvement.

2. Road Corridor Improvements - Sheltered Bus Stops

The Association will investigate with Baltimore County and Mass Transit Administration (i.e. "Adopt A Bus Shelter" program) the installation of sheltered bus stops along Loch Raven Boulevard to provide cover on days of inclement weather.

3. Road Traffic - Roadways

The Association will investigate through committee, vehicular traffic on Putty Hill Avenue, Loch Raven Boulevard, Goucher Boulevard, Taylor Avenue, Joppa Road and Pleasant Plains Road and what impact it has on Loch Raven Village.



The Association will work with Baltimore County Department of Public Works, Bureau of Traffic Engineering, to identify potential trouble spots and jointly seek solutions.

The Association will also work with Baltimore County Department of Public Works, Bureau of Traffic Engineering, to evaluate the usage and effectiveness of stop signs and pedestrian crosswalks throughout Loch Raven Village.

4. Parking Issues

Loch Raven Village experiences several problems involving parking.

The first is caused by Calvert Hall College High School students who drive to school. Prior to September, 1990, students used a substantial amount of residential parking space on streets adjacent to the school. Glen Keith Boulevard (west of Loch Raven Boulevard) and Cottage Lane are two of the streets most affected by student parking.

During the summer of 1990, the Loch Raven Village Board of Directors supported residents' efforts to address this parking problem. In response, by September, 1990, Calvert Hall added additional parking areas on campus, obtained parking spaces from Towson Marketplace and received approval from Baltimore County for on-street parking along Putty Hill Avenue during certain hours.

In the past, Loch Raven Village has been reluctant to institute a residential parking permit program realizing the students' need to park as well as the problems this program might cause for residents. If the present efforts by Calvert Hall do not alleviate the problem, the Association will continue to work with affected Loch Raven Village residents and Calvert Hall College to investigate other possible solutions.

Some existing options include:

- a. Live with the current situation.
- b. Work with Towson Marketplace to provide more parking.
- c. Encourage Calvert Hall College High School to provide more on-site parking.
- d. Institute residential parking permit program.

The second problem is limited available space for residential street parking. According to the 1990 Loch Raven Village community survey, almost one-half of Loch Raven Village residents believe there is a parking problem in Loch Raven Village. Certain areas of Loch Raven Village have reached capacity with residential street parking. It is not uncommon for some households to have three, four or five cars. Unfortunately, Loch Raven Village was built with curbspace for one car per household.

The Association, through committee, will work with Baltimore County Department of Public Works, Bureau of Traffic Engineering, to explore ways to "create" additional on-street residential parking. Some of the items that can be considered are: making some streets one way and changing the parking pattern from parallel parking to angle parking, painting parking lines along the street to eliminate large spaces between parked cars, encouraging residents to build parking pads in their backyards, and finally, encouraging residents to park their cars closer so as not to leave large gaps.

The third problem involves parking on the residential streets adjacent to the Loch Raven Village Apartments. In 1985, the apartments had approximately 70% of their units rented to seniors. Currently this percentage is 50%. The change is bringing in younger couples with at least one vehicle and often, two vehicles per apartment. As the apartments continue to attract younger clientele, the parking situation will become more aggravated. The Association will meet, and jointly work with, the apartment management to resolve this problem. The following actions will be discussed: encourage renters to use the parking lots provided by the apartment management, promote the use of public transportation or car-pooling, thereby encouraging less reliance on the automobile.

5. Mass Transit - Bus Commuters

With the costs of commuting to work or other destinations on the increase, mass transit along Loch Raven Boulevard will become more attractive and in some cases imperative. Bus riders not within walking distance of a bus stop will increasingly park their cars in Loch Raven Village, then use the bus system. The number of people taking advantage of Loch Raven Village area for the parking are currently few, but should be monitored as mass transit becomes a more attractive travel option.

The Association will work with Baltimore County government and the Mass Transit Administration to address the implications of this issue.

6. Mass Transit - Routes

It is not uncommon for our residents to work in Towson, Pikesville and Parkville. The areas east and west of Loch Raven Village are hard to reach with current bus service. The Association, through committee, will work with the Mass Transit Administration and Baltimore County government to identify and promote extensions and improvement to the bus routes.

7. Supplemental Neighborhood Services

The Association will work with the Mass Transit Administration and Baltimore County to seek ways to provide supplemental neighborhood bus services, especially for the senior population.